

CLASSIFICATION **SECRET**

SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Merseburg Airfield

50X1-HUM

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

19 October 1953

REFERENCES

PAGES

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ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 28 August 1953, 14 swept-back jet fighters were parked at Merseburg airfield. Radio truck [] and trucks [] were observed entering and leaving the field.¹ 50X1-HUM 50X1-HUM

2. The following air activity and aircraft were observed at the field between 3 and 27 September:

3 September. During the afternoon, swept-back jet fighters flew in groups of two and in formations.

4 September. During the morning, individual and formation flights were made. There was a closed ceiling at an altitude of about 600 meters.

5 September. Between 10:30 a.m. and noon, individual flights were made. There was a closed ceiling.

6 September. There was no air activity. The sky was 2/10 overcast and the visibility was good.

7 September. Formation flying was practiced. The weather was cloudless.

8 September. Individual flights were made.

9 September. Throughout the day, there was a 5/10 overcast. No air activity was conducted.

10 September. There was no air activity. The ceiling was closed.

11 September. Flights were made. The sky was overcast.

12 and 13 September. There was the same weather as on 11 September. No aircraft were seen aloft.

14 September. Between 11 a.m. and 6:50 p.m., there was air activity by MiG-15s

[] The weather was cloudless.

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15 September. No aircraft were observed aloft. The weather was cloudless.

16 September. Flying was practiced by MiG-15s during the midday hours. There were no clouds.

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22 September. About noon, two MiG-15s [] made on flight each.

27 September. Landings observed at the field included 1 MiG-15 []

at 12:25 p.m., 8 MiG-15s at 3:20 p.m., and 28 MiG-15s at 3:50 p.m., []

[] the shrapnelproof aircraft revetments at the field were occupied. A total of 67 MiG-15 and U-MiG-15s were counted at the field.²

3. On 24 September, the troops at the field were restricted to quarters and guard personnel was reinforced. Between 24 and 26 September, prior to the arrival of the air unit, the personnel strength at the field was increased by about 500 men.²

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On 26 September, a new Kniferest-type radar set was observed at the field.³
Trucks observed entering and leaving the field [redacted]

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4.

In the afternoon of 14 September, there was air activity by swept-back jet fighters [redacted]. After 8 p.m. on 15 September, night flying was practiced at the field.

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5. The Kniferest-type radar set which had previously been observed west of the Token-type set was not seen on 14 September.³ Trucks [redacted] were observed at the field.

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6. Throughout the day on 11 September, formation flying was practiced by aircraft [redacted]

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An emplacement with three large searchlights was observed between the westernmost hangar and the firing range outside of the airfield. Additional searchlights were identified at the western end of the runway. A radar station consisting of a Token-type set and a Kniferest-type set was located between Knapendorf and the airfield. [redacted]

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1. Comment. Merseburg airfield is occupied by a fighter division headquarters, and a fighter regiment which is equipped with about 33 MiG-15s.

2. Comment. The landings of about 28 MiG-15s are probably connected with the exercises of the Third Shock Army between 27 and 30 September 1953; the exercises were held on both sides of the Elbe River south of Stendal. Of the aircraft [redacted] observed the bulk belongs to the regiment from Altenburg. Therefore, it is assumed that this regiment was probably transferred to Merseburg for training.

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3. Comment. At present, 1 Dumbo-type and 1 Token-type radar set and 2 Kniferest-type radar sets are located at Merseburg airfield. The presence of the second Kniferest-type set is probably connected with the arrival of the fighter regiment from Altenburg.

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